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TUESDAY, JANUARY 26, 1909.

LOOMIS AS A PACIFICATOR.

Mr. Francis B. Loomis, United States commissioner-general to the Japanese exposition, has returned to Washington after a sojourn in Tokyo. Mr. Loomis left the Japanese capital some time before the present California-Japanese situation became acute. However, he brought expressions of international affection and good will from the elder statesman of the Sunflower Kingdom. These Mr. Loomis gave out to the press in Washington on Sunday night last.

Count Komura, the Japanese minister of foreign affairs, is thus quoted by Commissioner Loomis:

"Count Komura said that Japan's aspirations were for peace and that so far as the United States was concerned, his government most heartily desired to preserve, unimpaired and unbroken, the historic friendship between Japan and the United States. He said the people of Japan had long felt that the United States had been not only a kindly friend to Japan, but a very dependable and helpful one, and that his government earnestly desired this amicable relationship to continue and would loyally endeavor to do its utmost to maintain it."

Baron Rosen, Russian minister to Japan during the period immediately preceding the Russo-Japanese war, if he kept a scrap-book during those troublous times, can produce many paragraphs similar in tone to the above emanating from the Japanese foreign office, the only difference being that "Russia" should be substituted everywhere that "United States" appears in Mr. Loomis' message.

These purring sentiments so lulled to sleep the Russian foreign office and the Russian war department at St. Petersburg that it was considered unnecessary to stock Port Arthur with ammunition and supplies adequate to withstand a siege.

The naval officers manning the Russian ships stationed at Port Arthur, likewise were impressed. The proof of this lies in the fact that most of them were attending a circus in the town of Port Arthur at the hour the subtle Orientals sent their torpedo boats to sink the Russian battleships lying outside the mouth of the Port Arthur harbor—this in advance of the customary declaration of war.

To those who have studied Japanese diplomacy, characterized by the velvet glove concealment of the mailed fist, one clause in the following paragraph of Mr. Loomis' delivery will appear rather ominous:

"Count Komura then made it very plain that while his government would not fail effectively to restrict immigration and while it would spare no just and proper efforts to maintain the most cordial and friendly relations with this country, he hoped that on our part there would be no discrimination made against Japanese subjects that in due time the public sentiment in this country may be as favorable to his countrymen as to other foreigners residing in the United States."

Count Komura "hopes" there will be no discrimination made against Japanese subjects. Separate schools for the white and yellow races scarcely would amount to a discrimination—not against Japanese as foreigners, but against Japanese as subjects.

as members of a distinctly separate race, and a race which notoriously disregards the Western standard of morality so far as it relates to Japanese reverence for American womanhood and girlhood.

When the mikado "hopes" that this or that international event will not occur, the suave and pussy-footed emperor really means that should it transpire, grave trouble is in store for the nation which disregards the gentle warning.

It is a peculiar and uninspiring manifestation of American inconsistency that the same newspapers which very properly have lambasted President Roosevelt for his tendency to set State rights at naught, are in the main either apologists for or open supporters of a foreign yellow potentate who seeks to compel a State of the American union to surrender its constitutional rights.

Yet the situation is not entirely inexplicable. The Japanese are said to be peculiarly expert with railroad building tools and as section hands, etc., after the tracks have been constructed.

Besides, they are willing to work for less money. Three great trans-continental lines have terminals on the Pacific coast.

These trans-continental lines have more or less direct affiliations with many other great railroad lines of the United States.

PROFESSOR SHOULD INFORM HIMSELF.

"About a year ago a distinguished professor in Columbia University asserted that the negro race is gradually disappearing through intermarriage in the South. This astonishing statement was sharply contradicted by leading Southern newspapers."

The Daily Press does not recall the circumstances, but it is of the opinion that if any "leading Southern newspaper" gave up its space to a refutation of such an assertion from a palpably uninformed source, it did so with the object of ridiculing the freak utterances, and not to reassure home readers.

In the South such an expression as that accredited to the Columbia professor might arouse wonderment as to what vicissitudes thrust into a professorship anywhere an alleged educator so ignorant of the true social conditions in a great section of the union.

But after marveling that the "instructor's" views hadn't landed him in a New York insane asylum rather than in a chair at the Columbia University, Southern interest naturally would cease.

However, if the unnamed professor be still at large, his attention is more or less respectfully called to the action a short while ago of the Circuit Court of Prince Edward county, Virginia, wherein a white man and a black woman were sentenced each to eighteen years in the penitentiary upon the charge of miscegenation.

Even in this case, it appears that ignorance brought forth the union. The man claims that he believed himself a negro, while the evidence tended to show that, as a matter of fact, he is white.

The Columbia professor should come South and study. But he is warned that it would not be entirely safe to bring his hitherto expressed views along with him.

TWIN SISTERS OF SALVAGE.

Though its usefulness already had been proved, both in war and in peaceful pursuits, the wireless telegraph rendered on Saturday morning last the most conspicuous service in the saving of life so far of record.

Rammed by the Italian liner Florida, the White Star steamer Republic, with eight hundred souls on board received her death wound. Almost by a miracle, the Florida escaped mortal injury.

The accident occurred in a thick fog. No third vessel was near.

The wireless instruments were set at work and their messages of distress were picked up by various ships a hundred and two hundred miles away. All hastened to the assistance of the distressed craft and several arrived in time to give adequate succor.

The death list includes only six persons, all of whom were killed by the direct impact of the collision. No one was drowned.

This triumph in the saving of human life, however, does not all belong to the inventor of the wireless telegraph. The efficiency of the water-tight compartments built into the two colliding ships alone kept them afloat until the wireless-communication

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Clearance Sale

Everything in every department is marked down to below zero prices. We urge you strongly to buy your

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ed rescuers arrived upon the scene. But to whomsoever or to whatsoever the achievement be due, the saving from the waves of every person aboard the two ships was a wonderful accomplishment of marine skill and courage.

Inquiries are being made from Washington with a view of ascertaining whether or not there are positions in the service of one of the governmental departments in which mutes may be successfully employed. If it were not for fear of libelling "The Government," someone might suggest that the experience of the past seven years has been enough to lead one to believe that a mute in the chief executive's chair would be acceptable for awhile.

To Take Up Exposition Matter.

NORFOLK, VA., Jan. 25.—Judge Waddill, who arrived here today from Richmond, will take up tomorrow the question as to whether the service of the process papers against the 1,272 delinquent Jamestown exposition stock subscribers will be by individual service or by the general notice of publication.

The court was engaged today in the trial of the admiralty suit growing out of a collision off Lambert's Point August 21, 1907, when the steamer Lexington, becoming tangled up with the tug Wanderer and a barge, collided with the steamer Glen May, and damaged her to the extent of \$3,800. Hughes and Little are appearing for the Glen May; E. E. Baird, Jr., for the Lexington, and Floyd Hughes for the Wanderer.

SHOULD BE RUSHED.

Bishop Brent Desires Anti-Opium Law Adopted Immediately.

WASHINGTON, D. C., Jan. 25.—The importance of the passage of the anti-opium bill now before the House before February 1, is the keynote of a despatch received at the state department today from Bishop Brent, of the American delegation to the International Opium Commission at Shanghai. This commission meets on that date, and the American delegates are anxious that they may be able to present to the International body substantial evidence of the attitude of this government regarding the importance and use of opium.

CONVICTION SUFFICIENT.

Court Decides No Penalty Should Be Visited Upon Superintendent.

WILKESBARRE, PA., Jan. 25.—George W. Steele, superintendent of the Mount Lookout colliery of the Temple Coal and Iron Company near Pittston was today found guilty of negligence in causing the disaster of May last, when twelve men were killed and thirteen others injured in the mine.

The court held that he was not negligent in failing to provide extra man doors in the gangways of the mine as is required by law.

The court suspended sentence on the ground that the conviction carried its own punishment.

REVOKES AUTHORITY.

Southern Insurance May No Longer Operate in Ohio.

COLUMBUS, OHIO, Jan. 25.—State Insurance Commissioner Charles C. Lemert, today revoked the authority of the Southern Fire Insurance Company, of New Orleans, La., to do business in Ohio. His action is based on an official report stating that the company is un sound.

Have your prescriptions filled by Graduates of Pharmacy at Allen Drug Store. Patents at cut rate. 1-19-10

Hampton, Phoebus and Old Point

ANOTHER BASKETBALL TOURNAMENT AT Y. M. C. A.

Four Teams Organized to Play Games Every Wednesday Afternoon.

Four basketball teams have been formed at the Young Men's Christian Association among the intermediate members entirely of high school students and a tournament will be played during the next two months, a game being scheduled for every Wednesday afternoon, beginning with tomorrow, when the Lobsters will play the Sharks and the Crocodiles will tie up with the Whales.

The teams are made up as follows: Lobsters—Payne, captain; Bennett, Davis, Host, Sharp, White, color; orange; Sharks—Fitzgerald, captain; Andrews, Bulla, Patterson, Stewart; Crocodiles—Hudson, captain; Bright, Burke, Garner, Hill; Whales—Cook, captain; Burcher, Christie, Corbell, Mitchell.

SUSPECTED RAPISIS ESTABLISH INNOCENCE

White Men Charged with Assault and Murder Released—Negroes Now Under Suspicion.

(By Associated Press.) DAYTON, OHIO, Jan. 25.—Sam Arthy and Charles Snyder, held as suspects in the case of the criminal assault and murder of Mary Forscher, fifteen years old, Saturday night, were released from custody of the officers today.

Both men have shown conclusively that they are innocent and the police are now without a clue as to the identity of the assailant.

The coroner today established the fact that the murderer of Miss Forscher had enormous hands, as the imprints of his fingers on the throat of his victim extended far around her neck. It has been further determined that the girl was attacked in the shed in which her body was found.

The girl's body was found and head was beaten in and her body had been dragged for nearly a half a square.

The ground at the scene of the assault presents unmistakable evidence that the victim made a desperate struggle in defense of her life and honor, as the sod and sand were torn and covered with tracks from which the police estimate that the struggle between the girl and the ravisher could have consumed not less than twenty minutes.

The officers have under surveillance a number of negro men.

TO HAGUE TRIBUNAL.

America and England Will Arbitrate Vexing Fisheries Question.

WASHINGTON, D. C., Jan. 25.—For the first time under the terms of the general arbitration treaties with the various countries of the world negotiated by Secretary Root, resort to it is to be had to the international tribunal at The Hague, to which august body are to be referred the disputed questions growing out of the New Foundland fisheries treaty of 1818 between the United States and Great Britain.

In this way the state department and the British foreign office hope will be terminated a long pending issue, which has become annoying and irritable and a source of bad feeling between the American fishermen and the New Foundland authorities while plying their vocation in the waters of that country.

After protracted conferences Secretary Root and Ambassador Bryce have come to a complete understanding and as soon as the formal consent of the colonial authorities is received to the treaty, The Hague court will take prompt action as soon as the contracting powers finally pass on the treaty.

WILL SHOW SOUTH.

Harriman Tells Georgians That the Central Is Badly Built.

SAVANNAH, GA., Jan. 25.—The Central of Georgia Railway needs almost absolutely to be reconstructed, said Edward H. Harriman, its owner, in an address delivered at a public reception held at the city hall here in his honor today.

Though Major J. F. Hanson, president of the Central Railroad was present, Mr. Harriman continued: "We are not responsible for the former methods of financing this road. The railroad certainly needs uplifting and I want to show the people of the South what railroading is."

He stated that there were two kinds of "kinks" in the Central lateral curves and then grades and dips and that both kinds were to be smoothed out.

Mr. Harriman inspected his holdings here for the first time today, and went in a fast automobile over the grand prize race course.

He avoided questions dealing with having designs on the seaboard Air Line, and left for Macon and Atlanta.

BASKETBALL
THIS EVENING AT 8:15 O'CLOCK
HAMPTON Y. M. C. A. VS. FORTRESS MONROE
Tickets 20c and 25c
Number Tickets Limited

M. O. LACKEY, Mgr.
The Phillips-Lackey Co., Inc.
Real Estate, Rents, Loans, Insurance, Gen'l Auctioneers, Bonding.
18 E. Queen St., Phone 32, Hampton, Va

FOR RENT
127 Locust \$12.50
245 Carey Street \$35.00
25 Locust \$12.00
614 Washington \$10.00
335 Washington \$35.00
335 Washington \$10.00
422 Holt \$7.00
121 Elizabeth Street \$12.50
La Salle Avenue, mod-ern \$18.00
La Salle Avenue \$10.50
East Hampton \$6.50
33 Elm \$11.00

FOR SALE
S-room dwelling, modern, furnace, bath, electric lights, etc. Good barn on premises. Property cost over \$3,000—a bargain at \$2,750.00
SUBURBAN HOME, 12-room dwelling, modern conveniences. On river front, having a frontage of 120 feet and depth of 540 feet. A strictly up-to-date home, costing \$7,000, will sell at a sacrifice price to quick buyer.
\$15,000.00 TO LOAN ON LONG TIME.

Great Reductions In Wood.
Pine Wood \$1.40
Mixed Wood 1.45
Oak Wood 1.50
Slab Wood 1.20

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Wood, Coal, Hay and Feed.
12 Armistead Avenue. Phone 187.
Pine Wood \$1.40
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Oak \$1.50
Best Slab \$1.25

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27 YEARS SELLING FERTILIZERS
to satisfied customers justifies us in saying that we have the best Fertilizers for all crops that money can produce. Also Seed Peas and Potatoes, grown for seed by Seed Growers. See the point. Call or address

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Can deliver any quantity of SAND, COURSE or FINE, for plastering, cement or any kind of work, Newport News, Hampton, Phoebus, Soldiers' Home, Fortress Monroe, or any place on the C. & O. between here and Richmond. Washed or unwashed GRAVEL for roofing delivered in bags. Prepared to handle any size contract. Guaranteed grades of sand. Phone No. 3. Office Bank of Hampton Building.

J. V. Bickford, M'g'r.

Wants To Be Citizen.
NORFOLK, VA., Jan. 25.—Nanyo Bisho, a Japanese, claiming service as a naval steward until July, 1908, today in the federal court filed a renunciation of his allegiance to the Mikado of Japan, and a petition for naturalization as an American citizen under the act of July 26, 1894, giving aliens who have served four years in the navy the right to naturalization upon ten days' notice.

United States District Attorney Talley gave notice that the government desired to be heard, but would make no further statement at this time.

SUSPECTS ARRESTED.
Believed to Have Attempted to Blow Grocery Store Safe.

NORFOLK, VA., Jan. 25.—H. M. Rugg and L. K. McDonald, both aged about thirty years, who were arrested last night and believed to be the safe blowers who made an unsuccessful attempt to blow open the safe of Pender's grocery department

early Sunday morning, were found with a clipping from the Worcester, Mass., Telegram, telling of the holding of a man near that city by two young men, the victim being robbed of a gold watch and of a considerable sum of money.

The local police believe they are the highwaymen.

The young men had previously said that they were from Worcester.

The first is a draftsman and the second a carpenter.

TRANSPORTATION GUIDE.

Chesapeake & Ohio Ry.

Fast Trains to Richmond and the West.
Leave Newport News 10:00 a. m.
5:35 p. m.
Local Trains to Richmond
6:30 a. m.; 8:45 p. m.
Trains arrive Newport News, 10:00 a. m.; 10:35 a. m.; 5:35 p. m. and 7:30 p. m.
Steamer Service for Norfolk.
Leave Newport News 10:40 a. m., 5:40 p. m.

OLD DOMINION LINE

Daily Service
FOR NEW YORK—
From Company's Wharf, Norfolk, foot of Church street every week day at 7:00 P. M.

FARE—First-class, one way, \$8.00; Round trip, limit thirty days, \$14.00; meals and berth in stateroom included.

Steerage, without subsistence, \$5.00. TICKETS on sale at C. & O. Railway Ticket Office.

NIGHT LINE BETWEEN NEWPORT NEWS AND RICHMOND, VA.

Steamers Brandon and Berkeley leave Pier "A" 8:30 every evening passengers only.

VIRGINIA NAVIGATION COMPANY, James River Day Line for Richmond and all James River landings. Steamer Pocahontas leaves Newport News, Tuesdays, Thursdays and Saturdays at 8:45 a. m. Leave Newport News Monday, Wednesday and Friday at 5 p. m., for Norfolk and Old Point.

Steamer Hampton will leave Pier "A" daily except Sunday, at 9:00 a. m., going to Norfolk, and at 4:30 p. m., going to Smithfield. Steamer "Acocomac" will leave Pier "A" daily, except Sunday at 9 a. m. going to Smithfield and 3 p. m., going to Norfolk.

All business between New York and Newport News transacted at pier No. 6.

All business between Newport News, Norfolk, Smithfield and local points transacted at Pier "A" foot of Twenty-fifth st. W. H. LANDON, Agent.

NORFOLK & ATLANTIC TERMINAL CO.

"Sewall's Point Route."
Effective Jan. 11, 1909.
Subject to change without notice.

Leave Norfolk	Arrive Sewall's Point	Leave Sewall's Point	Arrive Old Point	Leave Old Point	Arrive Lynnhaven
7:30	8:00	6:30	6:45		
9:00	9:30	10:15	10:30		
10:30	11:00	11:45	12:00		
12:00	12:30	1:15	1:30		
1:30	2:00	2:45	3:00		
3:00	3:30	4:15	4:30		
4:30	5:00	5:45	6:00		
6:00	6:30	7:15	7:30		
7:30	8:00				

The NORFOLK & WASHINGTON STEAMBOAT CO.

(Schedule Effective Nov. 1, 1908.)
The New and Powerful Iron Palace Steamers NEWPORT NEWS, WASHINGTON and NORFOLK will leave daily as follows:

Northbound.
Lv. Portsmouth 5:00 p. m.
Lv. Norfolk 6:00 p. m.
Lv. Old Point 7:00 p. m.
Ar. Washington 7:00 a. m.

Lv. Wash. B. & O. Ry. 3:00 a. m.
Ar. Phil. B. & O. Ry. 11:50 a. m.
Ar. N. Y. B. & O. Ry. 2:15 p. m.

Lv. Wash., Penn. Ry. 3:00 a. m.
Ar. N. Y., Penn. Ry. 1:15 p. m.

Lv. Wash., Penn. Ry. 7:30 a. m.
Ar. Phila., Penn. Ry. 10:40 a. m.

Southbound.
Lv. N. Y. B. & O. Ry. 11:50 a. m.
Lv. Phila. B. & O. Ry. 2:17 p. m.
Ar. Wash., B. & O. Ry. 5:30 p. m.

Lv. N. Y., Penn. Ry. 12:55 p. m.
Ar. Wash., Penn. Ry. 6:16 p. m.
Ar. Wash., Penn. Ry. 10:22 p. m.

Lv. Phila., Penn. Ry. 3:30 p. m.
Ar. Wash., Penn. Ry. 6:30 p. m.

Lv. Washington 6:45 p. m.
Ar. Old Pt. Comfort 7:00 a. m.
Ar. Norfolk 8:00 a. m.

*Daily. **Daily except Sunday (Sunday only).

For information apply to J. N. SMITH, Agent, Union Ticket Office, Chamberlain Hotel, Old Point, Virginia.

P. M. PRITCHARD, Gen. Agent JNO. L. WILLIAMS, City Pass. Agent, corner Granby and Fume streets, Norfolk.

Merchants & Miners Trans. Co.

STEAMSHIP LINE.
Passenger and Freight.
Newport News to Baltimore.
Daily except Tuesday, 6 p. m.
Fare \$3.00 One Way, \$5.00 Round Trip
—Including Stateroom Berth
Tickets to all points.
Newport News to Boston.
Every Mon., Wed., and Sat. 12:00 noon.

Norfolk to Providence.
Every Mon., Thur. and Sat. 6 p. m.
For tickets and further information apply to H. C. AVERY, Agent, Newport News, Va.

CLYDE STEAMSHIP CO.

Steamers to Philadelphia SUNDAY, MONDAY, THURSDAY and FRIDAY.

Sailing from Philadelphia, Tuesday, Wednesday, Friday and Saturday. Freight received and delivered daily at C. & O. Pier No. 6 Office River Road. JAS. W. MCARRICK, Gen. Southern Agent. CLYDE STEAMSHIP CO. 12 South Delaware Avenue. Philadelphia, Pa.